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S263-46 **Calendar No. 805**

101ST CONGRESS *2d Session*	SENATE	REPORT 101-451

AMTRAK COMMEMORATIVE JOINT RESOLUTION

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

OF THE

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ON

S.J. RES. 355

AUGUST 30, 1990.—Ordered to be printed

Filed, under authority of the order of the Senate of August 2, (legislative day, July 10), 1990

U.S. GOVERNMENT PRINTING OFFICE

39-010 WASHINGTON : 1990

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101ST CONGRESS
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REPORT
101-451

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AUGUST 30, 1990.—Ordered to be printed

Filed under authority of the order of the Senate of August 2 (legislative day July 10), 1990

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

[To accompany S.J. Res. 355]

The Committee on Commerce, Science, and Transportation, to which was referred the joint resolution (S.J. Res. 355) to express appreciation for the benefit brought to the Nation by Amtrak during its twenty years of existence, having considered the same, reports favorably thereon and recommends that the joint resolution do pass.

PURPOSE OF THE RESOLUTION

The joint resolution, as reported, commemorates the Twentieth Anniversary of the Rail Passenger Service Act of 1970 (Act), which established the National Railroad Passenger Corporation (Amtrak).

BACKGROUND AND NEEDS

The date of October 30, 1990, will mark the Twentieth Anniversary of the enactment of the Act. That Act, which created Amtrak, was intended to address the imminent shutdown and disintegration of intercity rail passenger service in this country. The bankruptcy of the major eastern railroads—most notably the Penn Central—led to a severe downgrading in the quality of rail passenger service, as did petitions filed at the Interstate Commerce Commission by many railroads to abandon service altogether. The creation of Amtrak to assume the responsibility for intercity rail passenger service stemmed and quickly reversed this downward trend.

Amtrak today, with only a fraction of the routes operated by the railroads in 1970 prior to the Act, generates considerably more passenger miles than all the passenger railroads generated prior to

Amtrak's creation. Amtrak has improved significantly the economics of rail passenger service. Between Washington and New York, it carries more passengers than all the airlines combined.

The resolution commemorates the Act because it preserved the Nation's rail passenger system and thereby provided Americans with an energy-efficient, environmentally-benign transportation alternative.

Amtrak intends to hold a special event at its Union Station headquarters to mark the special anniversary, at which time the resolution, if adopted, will be hung in the station.

LEGISLATIVE HISTORY

On July 27, 1990, Senator Exon introduced S.J. Res. 355, the Amtrak Commemorative Joint Resolution. There are 34 cosponsors of the resolution.

On July 31, 1990, the Committee met in open executive session to consider S.J. Res. 355. Without objection, S.J. Res. 355 was ordered reported.

SUMMARY OF MAJOR PROVISIONS

The resolution has one section which makes several findings relating to Amtrak service and financial operations. It further states that the enactment 20 years ago of the Act and the creation of Amtrak had the important effect of preserving a rail passenger system, and that Amtrak has an increasingly important role to play in the future.

ESTIMATED COSTS

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office.

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, August 3, 1990.

Hon. ERNEST F. HOLLINGS,
Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed S.J. Res. 355, a resolution to express appreciation for the benefit brought to the nation by Amtrak during its twenty years of existence, as ordered reported by the Senate Committee on Commerce, Science and Transportation, July 31, 1990. CBO expects that enactment of this resolution would result in no cost to the federal government or to state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Margarie Miller, who can be reached at 226–2860.

Sincerely,

ROBERT D. REISCHAUER,
Director.

REGULATORY IMPACT STATEMENT

In accordance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee has determined that the joint resolution, as reported, has no regulatory impact.

SECTION-BY-SECTION ANALYSIS

Section 1—Resolution

The resolution includes one section. It finds that: (1) October 30, 1990, marks Amtrak's twentieth anniversary; (2) Amtrak operates 220 trains each day over 24,000 track miles through 44 States; (3) Amtrak provides passenger service to nearly 22 million intercity and 17 million commuter passengers each year, and serves as a vital link to rural America; (4) Amtrak employs nearly 24,000 railroad employees; (5) the country is witnessing a strong resurgence in support for rail travel; (6) Amtrak is covering 73 percent of its operating costs without Federal support, compared to 48 percent in 1981, and is committed to covering 100 percent of its operating costs by year 2000; (7) Amtrak is an environmentally-benign critical element of a balanced national transportation system; (8) Congress has repeatedly preserved funding for Amtrak, and commends Amtrak for providing increasingly better service at less cost to the Federal taxpayer; and (9) Amtrak has a critical role to play in the future of the Nation's surface transportation system. It further provides that, therefore, the Senate and House of Representatives resolve that the enactment 20 years ago of the Act and the creation of Amtrak had the important effect of preserving a rail passenger system and that Amtrak has an increasingly important role to play in the future.

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